

URBAN/MUNICIPAL

CA3 ON HW L65  
H18  
1992

AGENDAS / MINUTES OF THE  
HAMILTON - WENTWORTH REGION  
AIRPORT MANAGEMENT

SEPT. 10, 1992-



URBAN/MUNICIPAL

CA 3 ON HWL 65  
H 18  
1992

HALTON-WENTWORTH REGION  
AIRPORT MANAGEMENT BOARD

A G E N D A

**DATE:** Thursday, September 10, 1992

URBAN MUNICIPAL

**TIME:** 8:30 a.m. o'clock

SEP 8 - 1992

**PLACE:** Hamilton Airport Terminal Building

GOV MENT DOCUMENTS

1. GENERAL

- a) Declaration of Interest re: Municipal Conflict of Interest Act
- b) Minutes of the August 13, 1992 meeting of the Hamilton-Wentworth Region Airport Management Board

2. CONSENT AGENDA

2.1 Temporary Trailer Site Lease - 987085 Ontario Inc., c/o Aero Futures  
(AIR 92-049)

- a) That the application of 987085 Ontario Inc., c/o Aero Futures, to lease space for a temporary trailer site located west of the Hamilton Flying Club to operate a flight training unit, be approved, subject to the following:
  - i) That the applicant enter into a one-year lease agreement with the Region in a form satisfactory to the Commissioner of Legal Services and Transport Canada;
  - ii) That the rental rate for this temporary trailer site be established at \$100 per month, plus a 10% administration/maintenance fee, resulting in an annual rental rate of \$1,320, to be paid in monthly instalments of \$110 (GST not included), plus realty taxes commencing September 1, 1992, and subject to any future Transport Canada rental increases;

- iii) That the minimum charge for sewer and water charges be established at \$20.97 per month, plus a 10% administration/maintenance charge, resulting in a monthly charges of \$23.07;
- iv) That the applicant be required to deposit with the Region the first and last months' rent at the time of executing the lease;
- v) That the monthly land rental rate be credited to the Land Rental - Lease Account No. 1-46006-343199, the monthly administration/maintenance fee be credited to the Administration/Maintenance Fee Account No. 1-45137-343199, and the monthly sewer and water charges be credited to the Recoverable Services Account No. 1-45027-343199;
- vi) That the applicant be required to provide the Region with the necessary Comprehensive and Liability Insurance in the amount of \$1,000,000, naming the Region and Transport Canada co-insureds;
- vii) That a 30-day termination clause be included in the one-year lease agreement for both parties;

b) That the Regional Chairman, Regional Clerk and Commissioner of Finance be authorized and directed to execute the lease documents on behalf of the Region.

**2.2 For the Information of the Board:**

- a) Minutes of the August 26, 1992 meeting of the Marketing Sub-Committee
- b) Airport Accounts Receivable Over 90 Days as at August 24, 1992
- c) Write-Off of Outstanding Amounts from Hamilton Air Services Inc. (AIR 92-050)
- d) Request from Phil Nelson, C.E.O., KnightHawk Air Express Ltd., to appear before the Committee respecting Airport Development

**Note:** Letter distributed under separate cover - **CONFIDENTIAL**

- e) Resolution from the Township of Glanbrook supporting an alternate truck route access for Hamilton Airport consisting of Fiddler's Green/ Butter/Airport and Glancaster to Carlake Road
- f) Correspondence from the Town of Ancaster "not to support the reinstatement of truck routing from the area of Highway 53 and Fiddler's Green Road to Hamilton Airport"
- g) Correspondence from Mayor Robert M. Morrow to Mr. R. J. Daniels respecting further expansion at Pearson Airport

**3. DISCUSSION AGENDA**

**3.1 Business Arising from Marketing Sub-Committee - August 26, 1992**

- a) **Protocol for Media Relations (Item 2)**

For the consideration of the Board.

**3.2 Discussion of Consent Items**

**4. ADJOURNMENT**



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## MINUTES OF THE HAMILTON-WENTWORTH REGION AIRPORT MANAGEMENT BOARD

The Hamilton-Wentworth Region Airport Management Board met at 8:30 a.m. on Thursday, August 13, 1992 in the Hamilton Airport Terminal Building.

Present: Chairman (Regional Chairman) R. J. Whynott  
Vice Chairman K. Gregg  
Councillors D. Agostino, G. Etherington, H. Merling, R. Wade,  
D. Wilson; O. Boris, L. Culver, J. Mongeon, J. Skelton

Absent with regrets: B. Gillespie - Another Commitment

Also present: Messrs. K. Muller, B. McSween, S. Galbraith, N. Catalano,  
R. Menagh; Mme. J. Furlani

### 1. GENERAL

- a) Declaration of Interest re: Municipal Conflict of Interest Act: None
- b) Minutes of the July 16, 1992 meeting of the Hamilton-Wentworth Region Airport Management Board

(Etherington/Mongeon)

Be received and adopted as presented.

CARRIED.

### 2. CONSENT AGENDA

(Mongeon/Skelton)

- 2.1 Sublease Amendments - The Champ Car Inc. c.o.b. as Avis Rent-a-Car  
(AIR 92-047)

- a) That the authority for the Region to enter into a one-year lease with The Champ Car Inc. for 4.0 squares metres of counter space in the Air Terminal Building and seven (7) car parking spaces located east of the Air Terminal Building at Hamilton Airport, approved by Regional Council on May 5, 1992 in adopting Item 49 of Report 6-92 of the Transportation Services Committee, be amended to read as follows:

i) That the following amendments be included in Item 49(a) and Item 49(a)(ii) of report 6-92 of the Transportation Services Committee:

**49. Lease Renewal - The Champ Car Inc., c.o.b. as Avis Rent-a-Car**

"a) That the application for The Champ Car Inc. to renew their lease for 4.0 square metres of counter space in the Air Terminal Building and fourteen (14) car parking spaces located east of the Air Terminal Building be approved, subject to the following:

ii) That the rental rate for 4.0 square metres of counter space be established at \$441.15 per square metres per annum, and the rental rate for fourteen (14) car parking spaces be established at \$13.45 per car per month, plus a 10% administration/maintenance fee, resulting in an annual rental rate of \$4,426.62 to be paid in monthly instalments of \$368.89 (GST extra) plus realty taxes, commencing August 1, 1992, and subject to any future Transport Canada rental increases."

b) That the Regional Chairman, Regional Clerk and Commissioner of Finance be authorized and directed to execute a Supplemental agreement, in a form satisfactory to the Commissioner of Legal Services between The Champ Car Inc., c.o.b. as Avis Rent-a-Car and the Regional Municipality of Hamilton-Wentworth to reflect the above-mentioned amendments.

**2.2 For the Information of the Board:**

**(Wade/Skelton)**

That the following items be received:

a) Hamilton Airport Budget Exception Report for the period January to June 30, 1992 (AIR 92-043)

- b) Landing Fees - Second Quarter Report (AIR 92-044)
- c) Passenger Embarkation Totals for the period January to June 1991 (AIR 92-045)
- d) Airport Accounts Receivable Over 90 Days as at July 27, 1992

**NEW BUSINESS #1**

**Hamilton Air Services - Uncollectible Account**

**(Wade/Merling)**

That staff report back with further information on the Hamilton Air Services write off in the amount of \$59,080.93. **CARRIED.**

- e) Minutes of the Marketing Sub-Committee meeting held on July 21, 1992
- f) Update Report on Study Outline for Extension of Runway (CAO 92-023) **(Attachment)**
- g) Correspondence from D. J. MacLean, Regional Director General, Ontario Region, Transport Canada, respecting Cargo/Maintenance Facilities for Southern Ontario Aviation Centre and Air Terminal Services Development
- h) Memo from D. Christilaw, Roads Department, to B. McSween dated July 17, 1992 respecting Greater Hamilton Airport Business Park
- i) Correspondence from Northwest Airlink dated July 6, 1992 respecting Schedule Changes
- j) Correspondence from Air Laurentian dated July 14, 1992 respecting Business Appreciation Day Cruise

**NEW BUSINESS #2**

**(Wade/Skelton)**

That the following items be received:

- a) Correspondence from Mesaga Aviation, Inc. dated August 11, 1992 in response to the complaint of the lack of knowledge by the reservation agent answering the "1-800" number
- b) Correspondence from Air Laurentian dated July 27, 1992 respecting "Early Morning Ottawa Flight Schedule" **CARRIED.**  
**CARRIED as amended.**

**3. DISCUSSION AGENDA**

**3.1 Funding Request for Improved Taxi-Way Access to Lots C-1 to C-11 (ECO 92-058)**

**(Wade/Gregg)**

That the Regional Municipality of Hamilton-Wentworth advise Transport Canada that a review of development interest for Lots C-1 to C-11 indicates that the proposed taxi-way access road not be enhanced. **CARRIED.**

**3.2 Airport Marketing - Consumer Media Campaign (ECO 92-059)**

**(Gregg/Mongeon)**

- a) That the Hamilton Airport Marketing Campaign, dated July of 1992, prepared and presented by Olynyk, King & Duda, be implemented, in the following stages:
  - i) That the media campaign encompassing creative, print and utilization of transit shelters and radio be implemented to maximum amount of \$40,000;
  - ii) That the balance of the marketing campaign, encompassing brochure development, trade publications and other media support material be delayed pending further action by the Airport Management Board and the Airport Marketing Sub-Committee;

b) That prior to implementation of the consumer media campaign all current carriers operating from Hamilton Airport be contacted and requested to directly participate in the marketing campaign.

**CARRIED.**

**3.3 Discussion of Consent Items**

**N/A**

On motion (Wade/Gregg) the Committee moved In Camera.

**CARRIED.**

On motion (Etherington/Skelton) the Committee moved Out of Camera.

**CARRIED.**

On motion (Etherington/Skelton) the Board adjourned at 10:30 a.m.

**CARRIED.**

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Chairman

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Secretary



# REGION OF HAMILTON-WENTWORTH

## - INFORMATION -

**DATE:** 1992 August 12

**REPORT TO:** Chairman and Members  
Airport Management Board

**FROM:** Karl Muller  
Executive Assistant to the C.A.O.

**SUBJECT:** STUDY OUTLINE - RUNWAY EXTENSION  
(CAO-92-023)

Attached is a copy of the design for completion of the study outline for the above-noted project. Due to vacation schedules the study will not be completed until the end of August for submission to the Airport Management Board at its September meeting.

The study outline will be completed by the firm of Cumming Cockburn Limited who has substantial experience in environmental reviews at other airports in Ontario. The estimated cost of the assignment is \$6700.

The Region has put together a team which will assist the consultant in obtaining the necessary information to complete the study outline. The team will consist of representatives from Planning, Environment/Transportation Services, Hamilton Airport, Economic Development and Transport Canada.



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Karl Muller  
Executive Assistant to the C.A.O.

# Cumming Cockburn Limited Consulting Engineers, Planners and Environmental Scientists

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August 10, 1992

Office of the Chief Administrative Officer  
Regional Municipality of Hamilton-Wentworth  
P.O. Box 910  
119 King Street West, 15th Floor  
Hamilton, Ontario  
L8N 3V9

Attention: Mr. Karl Muller

Dear Mr. Muller:

Re: EARP / IEE Study Design for a  
Runway Extension at Hamilton Airport

Cumming Cockburn Limited is pleased to be engaged to provide consulting services to complete a design for the abovementioned study on behalf of the Regional Municipality of Hamilton-Wentworth. This retainer letter sets out our proposed work program based on our meeting of July 29, 1992 and our experience in undertaking environmental planning projects of this nature. Our letter of interest dated July 2, 1992 is also referred to herein.

In order to develop the above mentioned study design, we are proposing the following work program, schedule, project team, and fee structure.

## A. WORK PROGRAM

The general approach, including context and potential issues, is described in our letter dated July 2, 1992. It will be based on the federal assessment procedure, will address the site-specific issues as they are currently understood, and will reflect issues to be identified by the stakeholder agencies that will be consulted (see letter dated July 2, 1992).

It is understood from our July 29 meeting that the Region wishes to have prepared an IEE / EARP study design that is comprehensive, focussing on the appropriate issues, and consistent with the requirements of the federal process in order that the Airport Management Board may make budgeting and scheduling decisions with respect to any development proposals being put forward for the Hamilton Airport. The Region wishes to understand

- the phased approach to the environmental planning for this type of undertaking
- the implications of the timing of related studies
- how existing information may be integrated into the EARP
- what the nature of any "sub-studies" might be
- the cost and timing of the study under EARP, and
- the implications for the project management of the EARP / IEE study(ies).

## B. SCHEDULING

As discussed at the meeting of July 29, 1992, the study design will be completed for review by the Airport Management Board for review at their meeting scheduled for 13-14 September 1992. It is understood that approximately a week's lead time is desirable so that the documentation may be included in the agenda for the meeting.

During the last two weeks of August, with the help of the appointed RMHW staff contact person, a comprehensive draft of the study design will be circulated for comment and input from the appropriate RMHW staff. Comments and input from stakeholder agencies with respect to their mandated concerns will also be solicited during this time. This will result in a comprehensive study design which correctly anticipates the site-specific issues which must be addressed through the EAR Process.

## C. STAFF & FEES

As detailed in our Letter of Interest dated July 2, 1992 and discussed at the meeting of July 29, 1992, we will utilize staff as indicated below.

The following personnel from the Environmental Sciences and Transportation Divisions can be called on as appropriate in the study design exercise. Key personnel from the Environmental Sciences Division would be Barbara Steiner (responsible for the bulk of the research, documentation, and client liaison) and Jon Planck (acting as chief study advisor). Cumming Cockburn Limited will also use in-house technical expertise from both the Environmental Sciences Division and the Transportation Division for review of the draft study design. In-house reviewers will be Geza Gaspardy, and from the Transportation Division, Rajan Philips.

The effort estimated to be required from each of the above personnel is:

### Core Team

Jon Planck-- 1 day  
Barbara Steiner--8 days

### In-house Reviewers, Advisors

Rajan Philips--2.0 days  
Geza Gaspardy--0.5 day

Mr. Karl Muller

August 10, 1992

Page 3

Our fees for consulting services outlined below are calculated on a per diem basis based on the personnel and rates listed below:

**Principal**

Dr. R.J. Planck, Director, Environmental Sciences

Per Diem \$975

**Environmental Sciences**

Geza Gaspardy, Senior Environmental Coordinator

Per Diem \$847.50

Barbara Steiner, Senior Environmental Planner

Per Diem \$525

**Transportation**

Rajan Philips, Senior Transportation Planner

Per Diem \$472.50

In our letter of July 2, 1992, we estimated that a comprehensive study design can be undertaken for a cost in the range of \$5,000 to \$7,500. Through our discussions with Hamilton-Wentworth staff and based on the abovenoted effort, our fee estimate is \$6,700.00.

The fees quoted are for professional services and exclude the Federal Goods and Services and other taxes. Project disbursements such as printing, photocopying and mileage are expected to be minimal, but can be estimated to be approximately \$400-\$500.

These estimates are based on our current understanding of the project. It should be noted that if through the undertaking of this project it becomes necessary to address items not identified to date, or in greater detail than is currently anticipated by this retainer, we will discuss this further work with you prior to undertaking those additional items, and prior to exceeding 75% of the estimated budget.

Our invoices are issued monthly for professional services expended and costs incurred in the preceding calendar month. Invoices are due upon receipt, and we reserve the right to charge interest at the rate of one and one half per month (eighteen per cent per annum) on accounts which are outstanding after thirty days from the date of invoicing (unless an alternative arrangement for payment is agreed upon in advance).

If these arrangements are acceptable, we would ask that you confirm this retainer by having all three copies executed in the space provided and returning two copies for our records.

Mr. Karl Muller  
August 10, 1992  
Page 4

I want to take this opportunity to thank you for considering Cumming Cockburn Limited for this assignment. We look forward to working with you.

Yours truly,

**CUMMING COCKBURN LIMITED**

R. Jon Planck, Director  
Environmental Sciences Division

BCS:wc  
cc: Jeri Hoffman

I/WE, , HEREBY ACCEPT AND AGREE TO the  
above-noted terms and conditions for the retainer of Cumming Cockburn Limited.

SIGNED & SEALED  
IN THE PRESENCE OF:

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Witness

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Signature

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Position

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Date

# Cumming Cockburn Limited Consulting Engineers, Planners and Environmental Scientists

f:\proposals\hamilton\airport\let

July 2, 1992

Predesign and Special Projects Office  
Roads Department  
Regional Municipality of Hamilton-Wentworth  
25 Main Street West, 10th Floor  
Hamilton, Ontario  
L8P 1H1

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To: <u>Karl Muller</u>	From: <u>Barb Steiner</u>
Co.	Co. <u>CCL</u>
Dept.	Phone #
Fax: <u>416-546-2340</u>	Fax #

Attention: Ms. Pamela Hubbard, Environmental Planner

Dear Ms. Hubbard:

Re: Letter of Interest to Undertake  
an EARP / IEE Study Design for a  
Runway Extension at Hamilton Airport

We are pleased to submit our Letter of Interest to develop the above mentioned Study Design.

## A. APPROACH TO DESIGNING STUDY

Study design must be based on, and conform to the logical phasing of the federal assessment procedure. That is:

- Description of Project;
- Description of Environment (biophysical and socioeconomic)
- Project-Environment Interaction Analysis
- Public & Agency Consultation Process
- Mitigation & Monitoring
- Summary of findings & EARP Conclusion

Therefore, in order to develop an effective study design, one which comprehends all of the potential environmental issues which may emerge through the consultation process, the study designers must be adept at anticipating both public and agency response.

## Study Context

In the wake of the expansion of the passenger services at Toronto's Pearson International Airport, attention of the airport management (the Regional Municipality of Hamilton-Wentworth) became more focussed on the potential for utilizing the airport facilities at Mount Hope for commercial cargo purposes.

Two large development interests have put forward proposals consistent with the commercial/cargo scenario; it is understood that land north of the airport may have already been purchased in anticipation of such a use for the airport.

The airport lands themselves are presently entirely contained within the Township of Glanbrook, Hamilton-Wentworth's most rural area municipality. Immediately to the west and northwest of the airport lands, is the Township of Ancaster. The existing urban envelope, and anticipated nearby residential development lies immediately to the northwest in the Meadowlands Community of Ancaster. The Town of Ancaster is currently studying the expansion of the urban/residential part of their Town into the Garner, Shaver, and Spring Valley West neighbourhoods west of the Meadowlands Community and the airport.

### Potential Issues

The comprehensive definition of environment demanded by the federal environmental assessment process implicates the following issues for runway expansion:

- drainage issues to tributaries of the Welland River identified by MNR as warmwater baitfish streams in the southern half of the airport lands;
- drainage and/or physical fish habitat issues to Three Mile Creek (tributary to Twenty Mile Creek, a warmwater sportfish stream) in the northern half of the airport lands;
- a locally significant Earth Science ANSI near the central western periphery of the airport lands;
- archaeological sites (more than 200 were identified in the nearby Meadowlands Community);
- noise with respect to wildlife and/or agricultural stock;

and, likely most significantly;

- impacts (noise, traffic and otherwise) on the existing and future residential communities in rural Glanbrook settlements and nearby Ancaster.

### Agencies to be Consulted (in addition to the Region of Hamilton-Wentworth)

Transport Canada  
Fisheries & Oceans Canada  
Ontario MOE

Ms. Pamela Hubbard  
July 2, 1992  
Page 3

Ontario MNR, Cambridge District  
Niagara Peninsula Conservation Authority  
Township of Glanbrook  
Town of Ancaster  
City of Hamilton

## B. CUMMING COCKBURN LIMITED IN-HOUSE RESOURCES

Cumming Cockburn Limited has the interdisciplinary human resources to apply to the federal EARP / IEE study design (please see also attachments and Curricula Vitae in courier package.) The following personnel from the Environmental Sciences and Transportation Divisions can be called on as appropriate in the study design exercise.

### Environmental Sciences Division

Key personnel from the Environmental Sciences Division would be:

**Dr. R. Jon Planck**, Director of Environmental Science, brings environmental assessment experience from a range of geographic areas in Ontario, British Columbia, Newfoundland, Nova Scotia, Japan, the Philippines and the United States. He has training and professional expertise in issues of wildlife, fisheries, urban and environmental quality, and in the interrelationships amongst these factors known as the total human ecosystem. Dr. Planck has been an invited reviewer for policy document development in the preparation of regulations for a variety of agencies and municipalities.

Specific airport IEE's have included:

### SARNIA AIRPORT EXPANSION, NATURAL RESOURCE INVENTORY AND ASSESSMENT, SARNIA, ONTARIO

**CLIENT:** Transport Canada, Ontario Region

An inventory of the resources and assessment of the natural environment were completed to assist the development plans of expansion for the Sarnia Airport. Reconnaissance for field data included flora, fauna, surface water, ground water, geology, soils and special features data. Analysis and interpretation of these data enabled quick assessment and the ranking of five alternative development plans for the airport.

### WINDSOR AIRPORT EXPANSION, NATURAL RESOURCE INVENTORY AND ASSESSMENT, WINDSOR, ONTARIO

**CLIENT:** Transport Canada, Ontario Region

Ms. Pamela Hubbard  
July 2, 1992  
Page 4

Environmental assessment for the Windsor Airport was completed to assist in the development plans for expansion. The assessment was conducted under the newly formulated federal and provincial environmental assessment guidelines at that time. The natural resources inventory included flora, fauna, surface water, ground water, geology, soils and special features.

**Mr. Geza Gaspardy**, Senior Environmental Coordinator, brings with him over 10 years experience in natural resources management. Mr. Gaspardy coordinated numerous cooperative natural resources management and enhancement projects involving Federal and Provincial governments. Throughout these various projects, Mr. Gaspardy successfully delivered product on schedule with firm control over budget expenditures.

**Ms. Barbara Steiner**, Senior Environmental Planner, is an applied ecologist extensively experienced in environmental planning. Her experience includes intensive terrestrial field investigations, impact assessment, ecological evaluations and sensitivity analyses. She recently had significant involvement in the development of the Leitrim Community and Master Drainage Plans, including multi-disciplinary involvement and interaction between various environmental, engineering, hydrology, and stormwater management components including extensive contact and liaison with regulatory agencies and the public. Significant professional strengths include environmental analysis and synthesis, project management, and technical writing.

## Transportation Division

**Mr. Keith McLean, P.Eng.**, Chief Engineer, Transportation, in his 34 years in the transportation engineering field, has acquired an extensive background in the development of transportation (road and transit) plans for both large and small urban areas. As well, he has extensive experience in the development and application of guidelines, policies, practices and standards. Mr. McLean joined Cumming Cockburn Limited in 1988 after 14 years as Chief Engineer, Transportation with Delcan, Consulting Engineers. Prior to joining Delcan in 1974, he was with the Regional Municipality of Ottawa-Carleton as Director of Traffic Engineering Services. Mr. McLean has completed numerous assignments directing and managing transportation planning, traffic management and Class EA studies in several municipalities. He has also been involved in a number of airport studies relating to landside transportation issues in Toronto, Regina and Halifax.

**Mr. David Durant, P.Eng.**, Director of Transportation, is responsible for Cumming Cockburn Limited's transportation engineering practice in the Toronto/Waterloo area and has 16 years of experience in the areas of transportation planning, transit planning, traffic engineering, parking, transit facility design and roadway design. He has conducted and assumed prime responsibility for municipal transportation studies in Canada and abroad. Since joining Cumming Cockburn Limited, Mr. Durant has directed a number of transportation projects involving Class EA studies in the Region of Waterloo.

Ms. Pamela Hubbard  
July 2, 1992  
Page 5

Mr. Rajan Philips, M.Sc., Senior Transportation Planner, recently joined Cumming Cockburn Limited. He previously worked as a Transportation Planner with the City of Scarborough and in the Transportation Policy Division of the Region of Peel's Planning Department. While with the Region of Peel, Mr. Philips was involved in a number of transportation planning and Class EA studies, both at the staff level and with consultants. He is very familiar with the transportation issues in Peel and in Brampton, particularly those involving the Pearson International Airport. Since joining Cumming Cockburn Limited, Mr. Philips has been actively involved in the Sheppard Corridor Land Use/Transportation Study, City of North York; City of Vaughan Policy Review - Transportation Analysis and Bridge Street Class EA Study, Region of Waterloo. In addition, Mr. Philips is currently purusing the Doctoral program in Environmental Studies at the University of Waterloo. His research focus is on "Jurisdictional, planning and environmental issues in the development of Pearson International Airport."

### C. COST & TIMING ESTIMATE

We anticipate that a comprehensive study design can be undertaken for a cost estimated in the range of \$5,000 to \$7,500. A more precise cost may be estimated with input from Hamilton-Wentworth staff.

With review of the design by Hamilton-Wentworth staff and staff of Transport Canada, one month is estimated to be required.

Yours truly,

CUMMING COCKBURN LIMITED



for Dr. R. Jon Planck, Director  
Environmental Sciences Division

BCS:wc  
Encl:1

CONSENT

AGENDA

MATERIAL



## REGION OF HAMILTON-WENTWORTH

### - RECOMMENDATION -

**DATE:** 1992 August 28

**REPORT TO:** Chairman and Members  
Hamilton-Wentworth Region  
Airport Management Board

**FROM:** Mr. J.B. MacSween  
A/Airport Manager

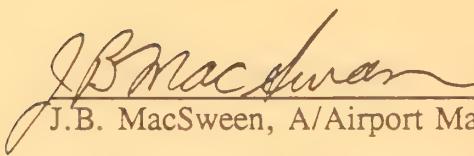
**SUBJECT:** Temporary Trailer Site Lease - 987085 Ontario Inc., o/a Aero Futures  
(AIR 92-049)

#### **RECOMMENDATION:**

- a) That the application of 987085 Ontario Inc. o/a Aero Futures to lease space for a temporary trailer site located west of the Hamilton Flying Club to operate a flight training unit be approved, subject to the following:
  - i) That the applicant enter into a one year lease agreement with the Region in a form satisfactory to the Commissioner of Legal Services and Transport Canada.
  - ii) That the rental rate for this temporary trailer site be established at \$100.00 per month, plus a 10% administration/maintenance fee, resulting in an annual rental rate of \$1,320.00 to be paid in monthly instalments of \$110.00 (G.S.T. not included), plus realty taxes commencing September 1, 1992, and subject to any future Transport Canada rental increases;
  - iii) That the minimum charge for sewer and water charges be established at \$20.97 per month, plus a 10% administration/maintenance charge, resulting in a monthly charge of \$23.07.
  - iv) That the applicant be required to deposit with the Region the first and last months' rent at the time of executing the lease;
  - v) That the monthly land rental rate be credited to the Land Rental - Lease Account No. 1-46006-343199, the monthly administration/maintenance fee be credited to the Administration/Maintenance Fee Account No. 1-45137-343199 and the monthly sewer and water charges be credited to the Recoverable Services Account No. 1-45027-343199.

- vi) That the applicant be required to provide the Region with the necessary Comprehensive and Liability Insurance in the amount of \$1,000,000, naming the Region and Transport Canada co-insureds;
- vii) That a 30-day termination clause be included in the one-year lease agreement for both parties;

b) That the Regional Chairman, Regional Clerk and Commissioner of Finance be authorized and directed to execute the lease documents on behalf of the Region.



J.B. MacSween  
J.B. MacSween, A/Airport Manager

#### ***FINANCIAL/STAFFING/LEGAL IMPLICATIONS:***

We are in receipt of advance payment for three months' rent from Aero Futures. We are advised by our Finance Department that 987085 Ontario Inc. o/a Aero Futures is a new company and therefore no facts are available.

#### ***BACKGROUND:***

We are in receipt of a letter from Ms. Maureen McHarg of 987085 Ontario Inc. o/a Aero Futures requesting that she be temporarily leased land located west of the Hamilton Flying Club for an office trailer to operate a flight training unit.

This facility will be temporarily connected to sewers, water and hydro. The office trailer would be used as a flight training school until such time as Aero Futures can be accommodated by future developers in the Commercial Property Subdivision. Aero Futures has ensured that this area will be returned to its original state when the temporary lease is terminated.

MINUTES OF THE HAMILTON-WENTWORTH REGION  
AIRPORT MANAGEMENT BOARD  
MARKETING SUB-COMMITTEE

2.2(a)

The Hamilton-Wentworth Region Airport Management Board Marketing Sub-Committee met at 7:30 a.m. on Wednesday, August 26, 1992 at the Royal Connaught.

Present: Chairman K. Gregg  
L. Culver  
J. Mongeon

Absent with regrets: Councillor D. Agostino  
B. Gillespie

Also Present: Messrs. N. Catalano, S. Galbraith, J. Skelton  
Mme. M. Thompson

## 1. GENERAL

- A) Minutes of the July 15, 1992 Meeting of the Hamilton-Wentworth Region Airport Management Board Marketing Sub-Committee.
- B) Minutes of the July 21, 1992 Special Meeting of the Hamilton-Wentworth Region Airport Management Board Sub-Committee.

(Mongeon/Culver)

Be received and adopted as presented.

## CARRIED.

## NEW BUSINESS

## 1. INFORMATION BOOTHS AT VARIOUS FAIRS

The Committee requested that Staff report back at the next Marketing Sub-Committee meeting of September 30th, 1992 outlining the viability of promoting Hamilton Airport at various Fairs such as Rockton, Winona Peach Festival, Ancaster, etc., summarizing:

- space availability for set up of information booth
- staffing required
- what type of promotional tool be used (questionnaire/postcard)
- cost

## 2. PROTOCOL FOR MEDIA RELATIONS

The Marketing Sub-Committee addressed the degree of freedom for Airport Management Board members to discuss confidential matters with the Media and request that this issue be placed before the Airport Management Board for discussion.

3. **MARKETING CAMPAIGN - CONSUMER PORTION**

- a) Staff advised that September 18, 1992 is the targeted start date for media campaign.
- b) The Committee requested that Staff prepare a list outlining if and how the airlines are participating in this campaign.

4. **1993 AIRPORT MARKETING PLAN**

The Committee instructed Staff to prepare a report for the next Marketing Sub-Committee on September 30, 1992 outlining:

- what is being done to attract non-commercial (passenger/non-passenger) traffic to the Airport
- the Proposed 1993 Marketing Plan
- the 1993 Promotion Budget

Ken Gregg declared the meeting adjourned at 8:30 a.m.

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Chairman

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Secretary

2.2 (b)

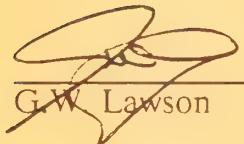
## REGION OF HAMILTON-WENTWORTH - INFORMATION -

**DATE:** 1992 August 24

**REPORT TO:** Chairman and Members  
Hamilton-Wentworth Region Airport Management Board

**FROM:** Gerry W. Lawson  
Treasurer and Commissioner of Finance

**SUBJECT:** AIRPORT ACCOUNTS RECEIVABLE OVER 90 DAYS  
AS AT AUGUST 24, 1992



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G.W. Lawson

### **BACKGROUND:**

Monthly, this report is submitted to the Committee for their information. The attached appendix is a listing of the larger accounts receivable which are at least 90 days overdue as of August 24, 1992.

The total accounts receivable for the Airport is \$136,574.65 of which \$11,177.52 has been outstanding for more than 90 days. The accounts over \$100 are listed on Appendix "A" with comments as to the status of the account and action taken by the Region.

Two new accounts were added since the previous report of July 27, 1992. One of the accounts in that report have now been settled. In addition to the accounts on Appendix "A", there are 28 accounts under \$100 outstanding over 90 days. These total \$664.34.

## APPENDIX "A"

### **REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH DEPARTMENT OF FINANCE**

#### Accounts Receivable Over 90 Days

##### Account: AIRPORT

Customer Number	Customer Name	Balance on July 27/92 Over 90 Days	Current Balance Over 90 Days	Comments
217	MOUNT HOPE CARTAGE (IN RECEIVERSHIP)	\$ 162.50	\$ 162.50	Property taxes outstanding. Payment of \$415.44 received on March 9/92 from new tenant. Balance to be paid by the Receiver of Mount Hope Cartage. Proof of Claim filed on May 19/92.
239	AIR CHARTER SYSTEMS	\$ 896.70	\$ 896.70	Company filed proposed payment arrangement in Court on April 24/92 to avoid Bankruptcy. Region filed its Proof of Claim for amount owed in respect of Landing Fees.
339	WORLD WIDE AIR CHARTER	\$ 577.12	\$ 577.12	Company filed Proposed Payment arrangement in Court on April 24/92 to avoid Bankruptcy. Region filed Proof of Claim for the amount owed in respect of Landing Fees.
349	SKYCRAFT AIR	\$ 258.91	\$ 263.91	Company under Court's protection for 90 days. Payment arrangement to be made with the Creditors. Proof of Claim filed on July 23/92. Increased amount Finance Charge of Aug 03/92.

Customer Number	Customer Name	Balance on July 27/92 Over 90 Days	Current Balance Over 90 Days	Comments
394	KEY AIRLINES	\$ 52.38	\$ 52.38	Finance charge outstanding. Collection being pursued.
401	METRO JET INC.	\$ 435.31	\$ 440.31	Landing fees account. Collection being pursued by Legal department. Increased amount is Finance Charge of Aug 03/92.
416	AIR NIAGARA EXPRESS	\$ 896.05	\$ 903.62	Landing fees account. In Receivership as of Sept. 26/91. Region filed its Proof of Claim on Nov. 26/91. Increased amount is Finance Charge of Aug 03/92.
794	MIDWAY AIRWAYS	\$ 1,329.72	\$ 722.44	Landing fee account. Company went bankrupt June 1991. Proof of claim filed with Trustees in U.S.A on Oct. 4/91 for invoices prior to March 26/91. Payment of \$607.28 received on account on July 29/92.
853	WINGS INTERNATIONAL	\$ 5,030.93	\$ 5,060.60	Rental account. Customer's funds are held in trust with a Law firm before being released to us in payment of rent owed. Increased amount is Finance Charge of Aug 03/92. Collection being pursued by Legal Department.
1020	AIRMARK AVIATION	\$ 427.93	\$ 432.28	Landing Fee Invoice. Court's order being registered on March 31/92, this customer was to commence operation in April 1992. Lawyer for this company advises that his client is unable to settle claim now. He expects the situation to change prior to year end. Increased amount is Finance Charge of Aug 03/92.

Customer Number	Customer Name	Balance on July 27/92 Over 90 Days	Current Balance Over 90 Days	Comments
1023	AIR LAURENTIAN	\$ 3,869.24	\$ 0	Rental account. Payment received on Aug 07/92.
1041	VICOUNT AIR	\$ 0	\$ 1,001.32	Landing fees account. Customer indicates cheque for \$635.45 mailed Aug 21/92. Balance in dispute, being verified by Airport.
<hr/>		<hr/>	<hr/>	
SUB TOTAL		\$13,936.14	\$10,513.18	
ACCOUNTS UNDER \$100		<u>\$ 594.80</u>	<u>\$ 664.34</u>	
		<u>\$14,530.94</u>	<u>\$11,177.52</u>	

2.2(c)

## REGION OF HAMILTON-WENTWORTH

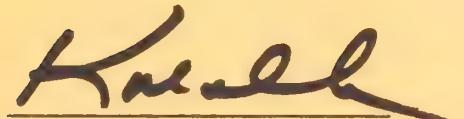
### - INFORMATION -

**DATE:** 1992 September 3

**REPORT TO:** Chairman and Members  
Hamilton-Wentworth Region Airport Management Board

**FROM:** Karl Muller  
Executive Assistant to the Chief Administrative Officer  
Airport Coordinator

**SUBJECT:** Write-off of Outstanding Amounts from Hamilton Air Services Inc.  
(AIR 92-050)

  
Karl Muller

#### **FINANCIAL CONSIDERATIONS:**

The amount written-off in April 1992 was \$59,477.45 which consisted of \$43,131.66 for services provided by the Airport and \$16,345.79 for Finance Charges. The account was written off after consultation with both the Legal Department and Transport Canada.

It is important to note that Hamilton Air Services had deposited a sum of \$22,000 in Trust pending successful negotiations for a lease renewal with the Region. This money was received by the Region in 1988 and applied against the outstanding balance at that time. Had the Region not utilized this deposit, the total amount to be written off could have been approximately \$82,000.

#### **BACKGROUND:**

The Airport Management Board requested information on the write-off of approximately \$59,000 from Hamilton Air Services. The account was written-off as item #12 of the Finance Committee report 5-92 approved by Regional Council on April 21, 1992. The write-off was subsequently reported to the Airport Management Board at its meeting on May 14, 1992. Copies of these reports along with other supporting documentation is enclosed for your information.

## ii) Phase II:

In 1995, upgrade the common infrastructure to integrate the Region Departments, City of Hamilton Departments, the Hamilton Region Conservation Authority, the Hamilton Parking Authority, and the Area Municipality Departments, at a total cost of \$2,910,000 (net Region share \$901,000);

d) That a letter of intent be required to be submitted to the Municipal Trunking Radio Project Steering Committee by any Municipal Agency, including the Hamilton Parking Authority and the Hamilton Region Conservation Authority, whose intention it is to be part of this project. **Item 4.4**

**11. 1991 D.A.R.T.S. Operating Deficit (FIN 92-067)**

That the 1992 D.A.R.T.S. Operating Deficit in the amount of \$40,500 be funded from the 1992 Contingency Provision. **Item 4.6**

**12. Write-Off of Uncollectible Accounts Receivable (FIN 92-061)**

That the Commissioner of Finance be authorized and directed to write off accounts receivable as listed on Schedules "A", "B" and "C" (as attached to Report FIN 92-061) totalling \$101,083.66, which are deemed uncollectible. **Item 4.12**

(Councillor M. Kiss indicated that she wished to be recorded as being opposed to this item.)

**13. Hamilton Philharmonic Orchestra Financial Update (FIN 92-066)**

a) That Report FIN 92-066 respecting the Hamilton Philharmonic Orchestra Financial Update be received;

b) That the principles of the Hamilton Philharmonic Orchestra be invited to the Finance Committee to discuss business plans. **Item 2.12(a)**

**14. Application for Consent to Issue Debentures - The Board of Education for the City of Hamilton (FIN 92-070)**

a) That the application by the Board of Education for the City of Hamilton for consent to issue debentures in an amount not to exceed \$3,000,000 for a term not to exceed twenty (20) years for the renovations of Memorial Elementary School, Hillsdale Elementary School and Hill Park Secondary School, be approved;

b) That the Board of Education for the City of Hamilton be responsible for any cost incurred for the issuance of debentures on their behalf.

**New Business #3 (No Attachment)**

# REGION OF HAMILTON-WENTWORTH

## - RECOMMENDATION -

**DATE:** 1992 March 30

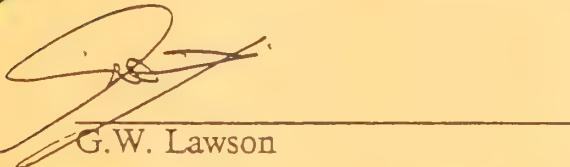
**REPORT TO:** Chairman and Members  
Finance Committee

**FROM:** Gerry W. Lawson  
Treasurer and Commissioner of Finance

**SUBJECT:** WRITE-OFF OF UNCOLLECTIBLE  
ACCOUNTS RECEIVABLE (FIN 92-061)

### **RECOMMENDATION:**

That the Commissioner of Finance be authorized to write off accounts receivable on Schedule "A", "B" and "C" totalling \$101,083.66 which are deemed uncollectible.



G.W. Lawson

### **FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

The following table summarizes the write offs recommended at this time contained on the attached Schedules A, B, and C.

Schedule A - General Receivables	\$18,326.26
Schedule B - Hamilton Airport	\$77,262.40
Schedule C - C.C.L.	\$ 5,495.00

Several attempts were made to collect these accounts by the Finance Department. When these were unsuccessful, the accounts were transferred to the Legal Services Department and/or to a collection letter service. These accounts are being recommended for write off as it is our opinion that the cost of pursuing them will exceed any recoveries.

The provision for doubtful accounts includes all of these items and, therefore, the ensuing write off will not impact the current operating budget.

***BACKGROUND:***

In Finance Committee Report 8-84 Item 11 of June 19, 1984, Item 11, the Administrative process states: "yearly accounts over \$500.00 deemed to be uncollectible, will be submitted to Council to be written off".

## Schedule "B"

### General Revenues Outstanding Accounts Receivable - Airport

CUST #	NAME	AMOUNT O/S	PARTICULARS
000669	1) 512760 Ontario Inc. o/a McWaters & Associates	\$ 2,697.04	Bankrupt
000325	2) Hamilton Air Services	\$59,477.45	Uncollectible
000332	3) Worldways Canada	<u>\$15,087.91</u>	Bankrupt
			<u>\$77,262.40</u>

## Schedule "B"

1) 512760 Ontario Inc. o/a McWaters & Associates	\$2,697.04
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Charges being claimed are in respect of two days filming at the Hamilton Airport by the above corporation. Amount owed is \$209.18 including finance charges of \$20.00. Payment was received on January 15, 1990 and returned by the Bank for insufficient funds.

Effective November 15., 1989, McWaters & Associates went bankrupt. The Region filed its Proof of Claim with the Trustees on April 24, 1990.

A report from the Trustees indicates that there will be no funds available for distribution to the unsecured creditors.

The account is therefore being recommended for write off.

2) Hamilton Air Services Rental/Landing Fees Account at the Hamilton Airport	\$59,477.45
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Charges are in respect of Landing fees, Rent and Property Taxes owed by this corporation in the amount of \$43,131.66, plus Finance Charges of \$16,345.79 to date, for a total of \$59,447.45.

The Region pursued payment of Landing fees from Hamilton Air Services but were unsuccessful. The file was given to Legal Services to pursue collection. It is Legal Services opinion that the cost of obtaining a judgement for the amount owing to the Region will exceed the recovery.

Transport Canada does not support any further expenditures to pursue collection and is recommending that the account be written off as uncollectible.

The provision for doubtful accounts includes this item and, therefore will not affect current Operating Budget.

In view of the foregoing, it is recommended that this account be written off.

2.1(d)

## REGION OF HAMILTON-WENTWORTH

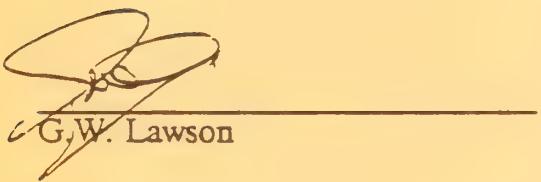
### - INFORMATION -

**DATE:** 1992 April 30

**REPORT TO:** Chairman and Members  
Hamilton-Wentworth Region Airport Management Board

**FROM:** Gerry W. Lawson  
Treasurer and Commissioner of Finance

**SUBJECT:** AIRPORT ACCOUNTS RECEIVABLE OVER 90 DAYS  
AS AT APRIL 30, 1992



G.W. Lawson

#### **BACKGROUND:**

Monthly, this report is submitted to the Committee for their information. The attached appendix is a listing of the larger accounts receivable which are at least 90 days overdue as of April 30, 1992.

The total accounts receivable for the Airport is \$194,097.57 of which \$14,807.33 has been outstanding for more than 90 days. The accounts over \$100 are listed on Appendix "A" with comments as to the status of the account and action taken by the Region.

Three new accounts have been added since the previous report of March 24, 1992. Two of the accounts in that report have now been settled. Accounts of Worldways (\$15,087.91), Hamilton Air Services (\$59,080.93) and McWaters Associates (\$2,697.04) were written off as per Council approval of April 21, 1992 (Item 12 of Finance Report 5-92). In addition to the accounts on Appendix "A", there are 22 accounts under \$100 outstanding over 90 days. These total \$590.76.

APPENDIX "A"

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH  
DEPARTMENT OF FINANCE

Accounts Receivable Over 90 Days

Account: AIRPORT

Customer Number	Customer Name	Balance on March 24/92 Over 90 Days	Current Balance Over 90 Days	Comments
217	MOUNT HOPE CARTAGE (IN RECEIVERSHIP)	\$ 198.85	\$ 162.50	Property taxes outstanding. Payment of \$415.44 received on March 9/92 from new tenant. Balance to be paid by the Receiver of Mount Hope Cartage. Amount adjusted by cancelling Finance Charges of \$36.35.
234	AEROSMITH INC.	\$ 242.44	\$ 296.87	Landing fees account. Collection being pursued. Increased amount is Finance Charges of \$5.00 on April 1/92 and a current invoice for \$49.43.
239	AIR CHARTER SYSTEMS	\$ 871.61	\$ 878.34	Company filed proposed payment arrangement in Court on April 24/92 to avoid Bankruptcy. Region filed its Proof of Claim for amount owed in respect of Landing Fees. Increased amount is finance charge of April 1/92.
325	HAMILTON AIR SERVICES	\$59,080.93	\$ 0	Account written off as per Council approval on April 21/92 (Item 12 of Finance Report 5-92).
332	WORLDWAYS CANADA	\$15,087.91	\$ 0	Account written off as per Council approval of April 21/92 (Item 12 of Finance Report 5-92).



# THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Hamilton Airport  
Mount Hope, Ontario  
LOR 1W0

679-4151  
or  
679-4152

Refer to File No.

110-005.3

Attention of:

J. Furlani

Your File No.

5161-1-120

1992 February 4

Mr. L. Rogers, Director  
Airport Operations  
Airports Group  
Transport Canada  
4900 Yonge Street  
Willowdale, Ontario  
M2N 6A5

Dear Mr. Rogers

Re: Write-Offs - Hamilton Airport

With reference to your letter dated January 8, 1992, this office has instructed our Legal Services Department not to proceed with obtaining a judgement in an attempt to recover any outstanding debts from Hamilton Air Services Ltd. and Worldways Canada.

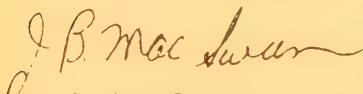
In view of the above, we have asked our Finance Department to provide this office with the following information:

1. A list of the companies they would consider to be written off along with the amounts. (i.e. companies gone into receivership).
2. A synopsis of how the Finance Department attempted to collect these arrears.

Our Finance Department has responded to our request and the attached is self-explanatory.

In light of the attached, we recommend that the said companies be written off. Could you please advise this office whether or not these companies can be written off. An early response would be appreciated.

Yours truly



J.B. MacSween  
Superintendent of Maintenance

JBM:jf  
Attach.



Transport  
Canada      Transports  
Airports      Aéroports

4900 Yonge Street  
Suite 300, 4th Floor  
NORTH YORK, Ontario  
M2N 6A5

8 January 1992

Mr. J.D. Thoms  
Acting Airport Manager  
Hamilton Airport  
MOUNT HOPE, Ontario  
L0R 1W0

Dear Mr. Thoms:

**RE:    LEGAL SERVICES - HAMILTON AIR SERVICES LTD: WORLDWAYS CANADA LTD.**

We regret our delay in responding to your letters of September 30, and October 10, 1991 respectively requesting direction as to whether to proceed with obtaining a judgement in an attempt to recover any outstanding debts from the above named firms currently in receivership.

It is believed that the success of securing any funds from these companies are remote. As such, it would be difficult for Transport Canada to support any further expenditures that may be incurred in pursuit of collection thereof.

The write-off of these receivables could be considered as an expenditure towards the operating and maintenance subsidy.

Yours truly

L.E. Rogers  
Regional Director  
Airport Operations

FILE NO. 050-011  
LETTER NO. ....

JAN 15 1992

Your file	Value reference APM ✓	REF. TO
Our file	Noted ✓	
5161-1-120		(PKOCB)
ERS		AM 57
SECURITY		FILED BY

Mount Hope, Ontario  
L0R 1W0

WENTWORTH

679-4151  
or  
679-4152

1991 September 30

Refer to File No.

060-007

Attention of:

Your File No.

Mr. L. Rogers, Regional Director  
Airport Operations  
Airports Group  
Transport Canada  
4900 Yonge Street  
Willowdale, Ontario  
M2N 6A5

Dear Mr. Rogers

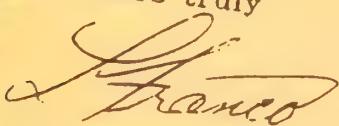
Re: Legal Services - Hamilton Air Services

We are in receipt of a memo from Brian Loreto, Assistant Corporate Counsel, Legal Services advising that if we wish to proceed with obtaining a judgement for the amount of \$40,443.86, plus legal costs from Hamilton Airport Services, the costs are as follows:

- (1) If no defence is filed, the estimated legal counsel cost is \$1,500.00.
- (2) If a defence is filed, with a counterclaim, the estimated legal counsel cost may be in the neighbourhood of \$16,000.

Would you kindly advise if Transport Canada will accept these charges so that we could advise our Legal Services Department to proceed or not.

Yours truly



L. Franco, Director  
Administration & Development

LF:jf

cc: B. Loreto, Legal Services Department



2.2(e)

# THE CORPORATION OF THE TOWNSHIP OF GLANBROOK



P.O. BOX 130 MOUNT HOPE, ONTARIO L0R 1W0 TELEPHONE: (416) 679-4121 FAX: (416) 679-6537

July 21, 1992

File No.: T08.AI

RECEIVED  
JUL 27 1992

Mr. R. Prowse  
Clerk  
Region of Hamilton-Wentworth  
P.O. Box 910  
HAMILTON, Ontario  
L8N 3V9

REGIONAL CLERK'S OFFICE

Dear Sir:

RE: Public Services Committee Report 7-92, Item 7  
Truck Route Access for Hamilton Airport

At the regular meeting of the Glanbrook Township Council held on July 21, 1992, the following recommendation was adopted:

7. Truck Route Access for Hamilton Airport (T08.AI)

THAT the Council of the Township of Glanbrook supports Option No. 3 of Scott Galbraith's Report to the Chairman and Members of the Airport Management Board dated May 27, 1992 being an alternate truck route consisting of Fiddler's Green/Butter/Airport and Glancaster to Carlake Road.

FURTHER that Regional Clerk, Scott Galbraith of the Economic Development Department and the Township Public Works Superintendent be so notified.

Any further questions or correspondence should be directed to Ron Ferguson, Public Works Superintendent at 679-3331.

Yours truly,

*J. Robert Gerrie*  
J. Robert Gerrie  
Clerk-Administrator

/tb

cc: Mr. Scott Galbraith - Regional Economic Development Dept.  
Mr. Ron Ferguson - Public Works Superintendent



2.2(4)



# TOWN OF ANCASTER

18 August 1992

REGIONAL MUNICIPALITY OF  
HAMILTON-WENTWORTH  
Office of the Clerk  
119 King St. W., 15th Floor  
HAMILTON, Ontario  
L8N 3V9

ATTN: Carolyn Biggs  
Legislative Assistant

RE: **TRUCK ROUTE ACCESS**  
**HAMILTON-WENTWORTH REGION AIRPORT**

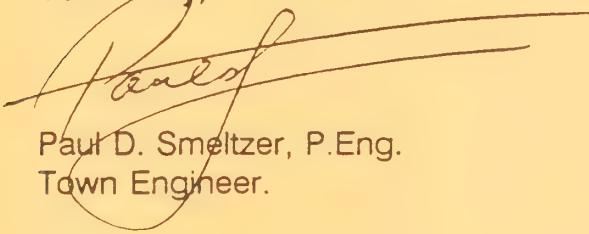
Dear Ms. Biggs:

At the Committee of the Whole meeting held August 17, 1992, and after lengthy discussion, Council resolved not to support the reinstatement of truck routing from the area of Highway 53 and Fiddlers Green Road to Hamilton Airport, as proposed in Option 3 of the report prepared by Mr. Scott Galbraith and dated May 22, 1992.

We would appreciate it if you would keep the Town advised of any further action taken by the Airport Management Board or the Transportation Services Committee regarding this matter.

Please do not hesitate to contact this office if you have any questions regarding this matter.

Yours truly,



Paul D. Smeltzer, P.Eng.  
Town Engineer.

sn

— A Community since 1793 —

This stationery contains  
recycled material  
and can be recycled.





ROBERT M. MORROW  
MAYOR



22(g)

RECEIVED  
AUG 18 1992

REGIONAL CLERKS OFFICE

August 13th, 1992

Mr. Robert J. Daniels  
1010-95 Barlake Avenue  
Hamilton, Ontario  
L8E 1H1

Dear Mr. Daniels.

Thank you for your recent letter with which was attached a letter you received from the Honourable Jean Corbeil, Minister of Transport, regarding further expansion at Pearson Airport.

I certainly agree with your views especially as they relate to lengthening of the runway at Mount Hope Airport as an alternative. This is also the municipality's position. I have taken the liberty of forwarding a copy of this correspondence to the appropriate officials for their information as well.

Again, thank you for writing.

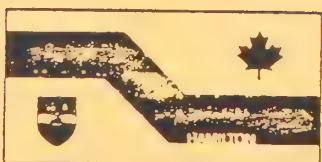
Yours very truly

*R. Morrow*

Robert M. Morrow  
Mayor  
City of Hamilton

RMM:tt

cc. Mr. Reg Whynott, Regional Chairman  
Mr. Bob Prowse, Regional Clerk for Regional Council Members and Members of  
Airport Board



City Hall  
71 Main Street West, Hamilton, Ontario, Canada L8N 3T4  
Telephone : (416) 546-2790  
546-2448 (TDD Only)



Office of the Mayor  
City Hall, Main St. W.  
Hamilton, Ont.

July 20/92

JUL 23 1992

Dear Mr. Mayor -

Recently, I wrote a letter to the Prime Minister's office. My purpose was to save money. The Federal Government is hell bent on building 3 new runways at Pearson Airport. This procedure is a sure - fire way of creating a disaster.

I suggested lengthening the main runway at Mount Hope. This would save thousands of dollars, not to mention many lives. The way that Pearson is being expanded, an accident is almost a sure thing.

Evidently the pilots don't wish to lift-off a fully loaded 747 from Mount Hope. They say the runway is too short. I've been talking to an Air Canada Pilot at the recent Air Show - He said with a 1000 more feet it's possible.

Thinking thing the Americans like a C-5 Galaxy and a B52G with no effort. And they're big machines.

The full of loaded 747 has 95 tons of fuel on board plus 490 passengers but with a 1000 more feet of runway we're laughing.

At any rate I'm enclosing the letter that I just received from Ottawa. Thought it might be of some interest.

Yours Sincerely  
Robert F Daniels



July 15, 1992

Mr. Robert J. Daniels  
1010-95 Barlake Avenue  
Hamilton, Ontario  
L8E 1H1

Dear Mr. Daniels:

The Office of the Prime Minister has recently forwarded to me a copy of your letter to the Right Honourable Brian Mulroney in which you express your support for the increased use of Hamilton Airport as an alternative to Lester B. Pearson International Airport.

I appreciate your concerns and views on this matter. However, at the outset, I should explain that your suggestion to encourage the use of Hamilton Airport in order to alleviate congestion at Pearson Airport has been considered and attempted. Unfortunately, the airlines that attempted to get charter traffic and passengers to use Hamilton Airport were unsuccessful.

To fully implement any airline service, the air carrier would require the identical services that they are presently receiving from the hub operation. This would require setting up a duplicate operation in Hamilton and would further reduce the airline carriers' operating capital and capability to contend in a very competitive market. In addition, passengers have indicated that they do not wish to travel so far from a hub operation and that going to Pearson is more convenient even if Hamilton Airport is less congested.

While forecasted figures of passenger growth may appear slightly higher than actual figures, the airlines and related services are optimistic that air travel will rebound and achieve the anticipated figures for the remainder of the 1990s and into the new century. It is not practical, and in the long run it is more costly, to slow down the momentum and wait until runways or other facilities are needed and then have to catch up. Transport Canada plans to proceed with the development of Pearson Airport in keeping with the system-wide plan for southern Ontario in which each airport would fulfil its respective role to meet future aviation needs.

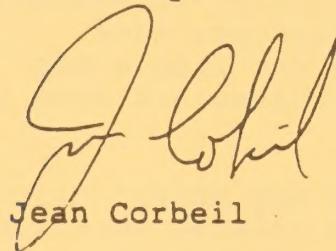
.../2

Your concerns about the runway expansion proposal with respect to cost and need are similar to those presentations made to the Environmental Assessment Review Panel. During the public hearings, the subject of increased use of Hamilton Airport, as a possible solution to the congestion at Pearson Airport, was thoroughly discussed. The Panel is now considering all the arguments put before it and will provide a balanced viewpoint on this very important matter. I should emphasize that no decision can be made until the Panel issues its recommendations to me and the Minister of the Environment.

Transport Canada is jointly involved with its provincial colleagues in reviewing the demands and patterns and traffic generators which affect the road and rail infrastructures relevant to Pearson Airport. The results of this review should set the stage for the inclusion of GO Transit access to the airport in the long term. However, further consultation will be required before my department can initiate actual on-site development projects to link with provincial and municipal projects.

Again, thank you for writing. I trust that my comments are helpful.

Sincerely,



A handwritten signature in black ink, appearing to read "J. Corbeil".

Jean Corbeil



ACCO®

ACCOPRESS™



YELLOW	25070	JAUNE
*BLACK	25071	NOIR*
*BLUE	25072	BLEU*
RL. BLUE	25073	RL. BLEU
*GREY	25074	GRIS*
	25075	VERT
		ROUILLE
		ROUGE

ARIO



BALANCE OF PRODUCTS  
25% RECYCLED

AUTRES PRODUITS:  
25 % FIBRES RECYCLÉES

\*SIGNIFIE 75 %  
FIBRES RECYCLÉES,  
25 % DÉCHETS DE  
CONSOMMATION



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